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No. 16,690 號十九百六十六萬壹第 日三初月九年三統宣 HONGKONG, TUESDAY, OCTOBER 24TH, 1911. 二拜禮 號四十二月十年一十百九千一英港香 PRICE, \$3 PER MONTH.

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8.00 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
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5.00 p.m. to 6.00 p.m. Every 15 minutes.
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On and after 3rd October, 1911, until further notice.
Previous Time-Tables cancelled.

DOWN TRAINS.										UP TRAINS.									
STATIONS.	No. 1 T.H. Exp.	No. 2 T.H. Exp.	No. 3 T.H. Exp.	No. 4 T.H. Exp.	No. 5 T.H. Exp.	No. 6 T.H. Exp.	No. 7 T.H. Exp.	No. 8 T.H. Exp.	No. 9 T.H. Exp.	STATIONS.	No. 10 T.H. Exp.	No. 11 T.H. Exp.	No. 12 T.H. Exp.	No. 13 T.H. Exp.	No. 14 T.H. Exp.	No. 15 T.H. Exp.	No. 16 T.H. Exp.	No. 17 T.H. Exp.	No. 18 T.H. Exp.
Canton	7.55	14.25	7.00	14.30	7.00	14.30	7.00	14.30	7.00	Kowloon	14.25	8.00	11.30	7.00	13.45	7.00	13.45	7.00	13.45
Shek Pai	8.02	14.32	7.07	14.38	7.07	14.38	7.07	14.38	7.07	Hung Hom	14.32	8.07	11.35	7.07	13.50	7.07	13.50	7.07	13.50
Che Pk.	8.12	14.42	7.17	14.48	7.17	14.48	7.17	14.48	7.17	Yau Ma Tei	14.42	8.17	11.45	7.17	14.00	7.17	14.00	7.17	14.00
Wu Chung	8.20	14.51	7.25	14.56	7.25	14.56	7.25	14.56	7.25	Sha Tin	14.51	8.26	11.54	7.25	14.09	7.25	14.09	7.25	14.09
Nan Kung	8.29	15.00	7.34	15.05	7.34	15.05	7.34	15.05	7.34	Tai Po Market	14.59	8.34	12.02	7.34	14.18	7.34	14.18	7.34	14.18
Sun Tsz	8.30	15.10	7.35	15.15	7.35	15.15	7.35	15.15	7.35	Yan Ling	15.02	8.37	12.05	7.35	14.21	7.35	14.21	7.35	14.21
Tong Mui	8.44	15.15	7.49	15.24	7.49	15.24	7.49	15.24	7.49	Shum Chun	15.15	8.50	12.18	7.49	14.34	7.49	14.34	7.49	14.34
Nga Yee	8.48	15.19	7.53	15.28	7.53	15.28	7.53	15.28	7.53	Fu Kiu	15.20	8.55	12.23	7.53	14.39	7.53	14.39	7.53	14.39
Shek Tsuen	8.55	15.26	7.59	15.34	7.59	15.34	7.59	15.34	7.59	Li Tung	15.30	9.05	12.33	7.59	14.49	7.59	14.49	7.59	14.49
Shek Ha	9.03	15.34	8.07	15.40	8.07	15.40	8.07	15.40	8.07	Ping Wu	15.45	9.15	12.43	8.07	14.59	8.07	14.59	8.07	14.59
Shek Tan	9.10	15.41	8.14	15.47	8.14	15.47	8.14	15.47	8.14	Tin Tong Wai	15.54	9.24	12.53	8.14	15.09	8.14	15.09	8.14	15.09
Shek Luk Koo	9.13	15.44	8.17	15.50	8.17	15.50	8.17	15.50	8.17	Shek Wu	16.04	9.34	13.03	8.17	15.19	8.17	15.19	8.17	15.19
Shek Lung	9.21	15.52	8.25	15.58	8.25	15.58	8.25	15.58	8.25	Shek Kiu	16.14	9.44	13.13	8.25	15.29	8.25	15.29	8.25	15.29
Nai Wei	9.26	15.57	8.30	16.03	8.30	16.03	8.30	16.03	8.30	Shek Ha	16.24	9.54	13.23	8.30	15.39	8.30	15.39	8.30	15.39
Nam Shek	9.45	16.16	8.49	16.22	8.49	16.22	8.49	16.22	8.49	Shek Tan	16.34	10.04	13.33	8.49	15.49	8.49	15.49	8.49	15.49
Wang Lik	9.55	16.26	8.59	16.32	8.59	16.32	8.59	16.32	8.59	Shek Luk Koo	16.44	10.14	13.43	8.59	15.59	8.59	15.59	8.59	15.59
Sheung Ping & J.	10.03	16.34	9.07	16.40	9.07	16.40	9.07	16.40	9.07	Shek Lung	16.54	10.24	13.53	9.07	16.09	9.07	16.09	9.07	16.09
Muk Luk	10.10	16.41	9.14	16.47	9.14	16.47	9.14	16.47	9.14	Shek Kiu	17.04	10.34	14.03	9.14	16.19	9.14	16.19	9.14	16.19
Tai Tong	10.19	16.50	9.23	16.56	9.23	16.56	9.23	16.56	9.23	Shek Ha	17.14	10.44	14.13	9.23	16.29	9.23	16.29	9.23	16.29
Chung Mui	10.22	16.53	9.26	16.59	9.26	16.59	9.26	16.59	9.26	Shek Tan	17.24	10.54	14.23	9.26	16.39	9.26	16.39	9.26	16.39
Tou & Shek	10.27	16.58	9.31	17.04	9.31	17.04	9.31	17.04	9.31	Shek Luk Koo	17.34	11.04	14.33	9.31	16.49	9.31	16.49	9.31	16.49
Lau Tsz	10.33	17.04	9.37	17.10	9.37	17.10	9.37	17.10	9.37	Shek Lung	17.44	11.14	14.43	9.37	16.59	9.37	16.59	9.37	16.59
Tong Tsz	10.39	17.10	9.43	17.16	9.43	17.16	9.43	17.16	9.43	Shek Kiu	17.54	11.24	14.53	9.43	17.09	9.43	17.09	9.43	17.09
Shek Kiu	10.45	17.16	9.49	17.22	9.49	17.22	9.49	17.22	9.49	Shek Ha	18.04	11.34	15.03	9.49	17.19	9.49	17.19	9.49	17.19
Tin Tong Wai	10.50	17.21	9.54	17.27	9.54	17.27	9.54	17.27	9.54	Shek Tan	18.14	11.44	15.13	9.54	17.29	9.54	17.29	9.54	17.29
Ping Wu	10.59	17.30	9.63	17.36	9.63	17.36	9.63	17.36	9.63	Shek Luk Koo	18.24	11.54	15.23	9.63	17.39	9.63	17.39	9.63	17.39
Zi Long	11.00	17.41	9.74	17.47	9.74	17.47	9.74	17.47	9.74	Shek Lung	18.34	12.04	15.33	9.74	17.49	9.74	17.49	9.74	17.49
Pu Kiu	11.08	17.49	9.82	17.55	9.82	17.55	9.82	17.55	9.82	Shek Kiu	18.44	12.14	15.43	9.82	17.59	9.82	17.59	9.82	17.59
Shum Chun	11.19	17.59	9.93	18.05	9.93	18.05	9.93	18.05	9.93	Shek Ha	18.54	12.24	15.53	9.93	18.09	9.93	18.09	9.93	18.09
Yan Ling	11.27	18.07	10.01	18.13	10.01	18.13	10.01	18.13	10.01	Shek Tan	19.04	12.34	16.03	10.01	18.19	10.01	18.19	10.01	18.19
Tai Po Market	11.37	18.17	10.11	18.23	10.11	18.23	10.11	18.23	10.11	Shek Luk Koo	19.14	12.44	16.13	10.11	18.29	10.11	18.29	10.11	18.29
Tai Po	11.48	18.28	10.22	18.34	10.22	18.34	10.22	18.34	10.22	Shek Lung	19.24	12.54	16.23	10.22	18.39	10.22	18.39	10.22	18.39
Sha Tin	12.19	18.59	10.53	19.05	10.53	19.05	10.53	19.05	10.53	Shek Kiu	19.34	13.04	16.33	10.53	18.49	10.53	18.49	10.53	18.49
Yau Ma Tei	12.30	19.10	10.64	19.16	10.64	19.16	10.64	19.16	10.64	Shek Ha	19.44	13.14	16.43	10.64	18.59	10.64	18.59	10.64	18.59
Hung Hom	12.38	19.18	10.72	19.24	10.72	19.24	10.72	19.24	10.72	Shek Tan	19.54	13.24	16.53	10.72	19.09	10.72	19.09	10.72	19.09
Kowloon	12.50	19.30	10.84	19.36	10.84	19.36	10.84	19.36	10.84	Shek Luk Koo	20.04	13.34	17.03	10.84	19.19	10.84	19.19	10.84	19.19

* On and after the 22nd October, 1911, this train will stop at the following Stations be-
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All letters for publication should be written on one side of paper only.

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BIRTHS.

On October 11th, at Peking, to Dr. and Mrs. J. MAITLAND STEPHENS, Union Medical College, a son.

On October 19th, at Shanghai, the wife of F. A. CUMMING, of a son.

On October 19th, at Shanghai, the wife of H. J. ANDREWS, of a son.

MARRIAGES.

On October 14th, at Yokohama, HUGO REISS, of Shanghai, to MARIE VALERIE MURPHY, of San Francisco.

DEATHS.

On October 17th, at Calgary, Alberta, DAVID STRATTON, C.E., late of Shanghai (by cable).

On October 19th, at Shanghai, GRACE EMBEL, youngest daughter of the late ALEX. MARTIN, of Godfrey House, Woolwich, aged 27 years.

HONGKONG OFFICE: 10A, DES VEUZ ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 24TH, 1911.

The country is beginning to realise the seriousness of the rising against the established Government which had its origin in the Province of Hupeh, and is rapidly spreading throughout the Yangtze Valley. Trade over a very large area is at a standstill. In Hongkong and Shanghai, the great distributing centres, the effects are already very severely felt. An estimate formed by leading Chinese merchants of the Colony places the loss already sustained by the trade of the port at three million dollars and the outlook is daily growing darker. At Shanghai, as is evident from the reports we publish on another page of to-day's paper, the loss must be enormously greater, as the whole area of distribution from this centre is disturbed. A week ago the Imperial Army, if it is really as efficient as it is represented, might, perhaps, have squelched the

rebellion, but the delay which has occurred in their getting to close grips with the rebels has changed the aspect of the situation. Naturally profiting by this delay the rebels have strengthened their position against the time when they must, we suppose, meet the whole strength of the forces. General YIN CHANG, the Minister of War, is able to muster. What is the explanation of the delay? Two suggestions may be made. It has been reported that one of the conditions YUAN SHIH KAI has made with regard to his acceptance of the Viceroyalty of Hukwang is that the Government shall give him supreme command of the naval and military forces in the Yangtze Valley, and it may be that while there is uncertainty as to the position he will hold at the seat of war, General YIN CHANG is in no hurry to depart from Peking. But a more likely reason perhaps is that the Generalissimo finds his army ill-equipped for active service, though the need has arisen at the very time that the Army was about to furnish to the world proof of its efficiency in military manoeuvres on a grand scale. Whatever may be the reasons which keep General YIN CHANG in Peking, it is obvious that the successes the revolutionary army has been able to achieve are having a most demoralising effect upon the loyal troops and upon the Government itself. It is truly amazing that a Government which is exercising a censorship over war news in the press, should have permitted the publication of the despairing despatch sent to Peking by Admiral SAI and Viceroy JIN, outlined in one of the telegrams we publish to-day, revealing that the Fleet is without coal and without food, and "awaiting death." If the fleet is unable to purchase or commandeer rice along the Yangtze it is a pretty good indication of the hopelessness of the position. Coal probably is not stored up the river, and the fleet apparently has made no arrangements to have bunkers and stores replenished. It would probably be a safe surmise that General YIN CHANG will not make any big move until he has provided himself with supplies which will enable him to follow up such victories as he may gain. It is of interest to learn that in military circles in Japan the opinion prevails that success will ultimately rest with the Government troops. Japanese military officers are probably able to gauge the probabilities better than most people, but if conditions prevail in the Army similar to those which obtain in the Navy these calculations are certain to be entirely upset. That the Government at Peking is more seriously alarmed than is their wont, has been made plain in many ways, and the refusal of the international group of financiers to lend funds to carry on the campaign makes the position all the more uncomfortable, though there are doubtless many private hoards of silver in Peking to fall back upon. So far as the Powers are concerned the situation clearly calls for the observance of a strict neutrality on their part. It would be a grave breach of that neutrality, and in the circumstances extremely unwise, to be furnishing either side with "the sinews of war," and even if it were not so, the Chinese Government at this stage of affairs would scarcely be likely to find willing lenders, because in the event of the complete triumph of the rebels the loan would be a liability which they would never acknowledge.

Fourteen gamblers from Yunnan were brought before Mr. Hazeland at the Magistracy yesterday, and fined \$3 each.

Many of our readers will be interested to learn that Miyasohita was recently reached, for the first time, by motor car via Hakone Pass.

For returning from banishment a Chinese was at the Magistracy yesterday sentenced to six months' imprisonment and to be expelled in the stocks for four hours.

The health return for last week showed that there had been three cases of enteric fever, one British and two Chinese, one proving fatal, and one fatal case of smallpox.

The French Convent Bazaar is being held at 2 p.m. to-day at the City Hall, and not at the Convent, as inadvertently stated in our yesterday's issue.

Two women were charged yesterday at the Magistracy with hawking fowls in the street in contravention of the market regulations. One was fined \$10 and the other was discharged.

A telegram in Japan papers states that the rebels occupy Canton. Doubtless, in a sense they do, but the occupation has not yet been proclaimed. The Viceroy still represents the Imperial Government in Canton.

The wireless telegraphic station at Tingtau is to be considerably improved. The station is to be fitted out with sounding flashes. Further, its range is to be widened from 200 to 600 kilometres. The cost of these improvements is estimated at M.150,000.

The investitures will take place at Government House on Friday next of the Hon. Mr. A. W. Brewin, Registrar-General, who will be invested with the order of C.M.G., and of Mr. D'Aguino, of the Stamp Office, on whom will be conferred the I.S.O.

The prospects of the new rice crop are reported from Saigon to be good in every respect. The Government has issued a decree by which the prohibition of export on rice meal and broken rice is cancelled. The prohibition on rice will probably be maintained until the new crop.

The return of visitors to the City Hall Library and Museum for the week ending the 22nd October, 1911, shows that of non-Chinese there were 418 to the Library and 210 to the Museum, and of Chinese 182 to the former and 3,279 to the latter. The Library was, therefore, used by 600 persons and the Museum by 3,488.

News has been received in Singapore of the death in the Red Sea, while homeward bound from Singapore, of Mr. Alfred Kitching, M.I.N.A., M.I.Mech.E., who was in business in Singapore as a naval architect, marine surveyor, and a consulting and inspecting engineer. The deceased had been connected with the colony for close upon twenty years.

At to-day's meeting of the Sanitary Board letters will be read from the Government relative to the training of nullahs in 1912, and regarding certain shelters over the footway in Queen's Road Central. The Medical Officer of Health will submit a minute relative to the removal of ceilings, stair-liftings and waisting from all premises hereafter licensed for the preparation, sale or storage of food, and applications for long vacation leave from Inspectors Pearson, Ward and Coyak will be considered.

Lieut. Colonel A. J. Mullins, Royal Garrison Artillery, who has been transferred from Sheerness to Hongkong for duty, has been connected with the Royal Regiment of Artillery for over 31 years, as he got his first commission in July, 1880. He served on the staff of the Governor of Madras as an extra aide-de-camp, 1886-87, and was adjutant of the School of Gunnery 1892-97. Lieut. Colonel Mullins reached his present rank in January, 1909, and was recently in command of the garrison companies at Sheerness.

The Times in its obituary notice of the late Sir Robert Hart said:—"His life will go down to history as one of the greatest monuments of British administrative capacity and loyalty. His opportunities were undoubtedly great, but the man rose to them, earning golden opinions not only from his own countrymen but from the many men of other races with whom he frequently came into contact in circumstances calling for unusual tact and discrimination. That there were weaknesses and errors in his administration of affairs few will deny: one of the most conspicuous was that quality of auto-cruacy which has left the Customs Service without cohesion or definite policy to face the uncertain future. Taking him all in all, Sir Robert Hart leaves behind him a record as an administrator that has been rarely equalled and an example from which the Chinese in the long run cannot fail to derive guidance and benefit."

INTERPORT SHOOTING.

There was a good muster at the Interport practices on Saturday and Sunday last at King's Park, and, considering the reductions in the dimensions of the bull's-eye, etc., at all distances, the scoring generally was fairly good. As several good shots have yet to put in an appearance, there is every prospect of a good team this year.

The best performances during the week-end are as follows:

C. E. Tucker	30	33	32	95
E. Heart	31	32	32	95
F. Brown	33	31	30	94
A. Osman	31	34	28	93
B. Chapman	30	31	30	91
R. Steuart	32	29	30	91
A. Calvert	31	31	29	91
T. Hearl	30	29	31	90
Y. Sorby	33	29	28	89
J. A. Leadbetter	28	30	29	87
A. Sargent	29	29	29	87
W. J. Eldridge	28	32	29	89
A. Henderson	28	31	27	86
McNab Wilson	30	31	25	86
F. Franks	26	26	32	84
R. Richards	27	28	29	84

Ponang wired last week to know if Hongkong objected to ladies shooting in the Interport Match. Of course the reply was "No."

BOWLS.

The result of the Inter Club-Alley Bowling for October is as follows:

A. Adam	1372	220	1592
C. Schroeter	1327	250	1577
C. Christiani	1509	60	1569
H. H. Eggers	1350	180	1530
J. Kemp	1516	scr.	1516
H. Humphreys	1471	40	1511
C. H. Gale	1330	180	1510
F. Steinhoff	1406	100	1506
F. Eberius	1278	220	1498
P. Kuzo	1446	40	1486
Chr. Gregersen	1288	180	1468
J. Hooper	1444	scr.	1444
O. Weisiger	1365	60	1425
O. Meyer	1419	scr.	1419
C. Friesland	1162	250	1412
P. W. Goldring	1246	160	1406
A. A. Ritchie	1294	300	1394
S. P. Watbrook	1331	40	1371
F. Matson	1209	160	1369
E. Haasemann	1232	80	1312
F. Martin	1286	scr.	1286
O. Wegner	1267	scr.	1267
P. R. Wolf	244	scr.	1244

NEW CANADIAN PACIFIC LINER.

The steamship *Princess Alice*, built by Swan, Hunter & Wigham Richardson (Limited) for the British Columbia service of the Canadian Pacific Railway, completed a series of trials at sea off the mouth of the Tyne last month. An interesting feature of the ship is that she is the first of the Canadian Pacific Railway's fleet specially built to carry oil fuel.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE REVOLUTION.

GOVERNMENT'S INEXPLICABLE CONDUCT.

A DESPONDENT VIEW OF THE SITUATION.

LONDON, October 23rd.

Reuter's Peking correspondent wires that the newspapers in the capital have been inexplicably allowed to publish a most despondent joint despatch from Admiral SAI Cheng Ping and the Viceroy of Wuchang regarding the fighting at Hankow on the 18th instant.

The despatch describes the loss and recapture of the railway station, and the final inability of the Imperialists to hold it owing to heavy losses.

The warships were unable to help for fear of hitting their comrades.

The despatch concludes: "The fleet is without coal and rice. We are now awaiting death, and appeal to the Throne for the immediate despatch of General Yin Chang."

LEGATION INFORMATION.

An official despatch received at the British Legation expresses the opinion that unless General Yin Chang gains a decisive victory within a few days, the whole of the Yangtze valley will be ablaze.

A SKIRMISH.

Reuter's correspondent at Hankow reports a skirmish at Seven-Mile-Creek in which the Imperialists fled after little resistance.

The Foreign Consuls have issued a proclamation declaring the neutrality of the Powers.

Some Imperialist shells were picked up after Wednesday's fighting. They turned out to be painted wood, an indication of official corruption which is now handicapping the Government.

FOREIGN LOAN REFUSED.

The application of the Chinese Government to the Anglo-Franco-German-American syndicate for a loan has been refused, owing to the desire of the Powers to observe neutrality.

OPENING OF NATIONAL ASSEMBLY.

The Speech from the Throne at the opening of the National Assembly did not mention the rebellion, but emphasised the wish to carry on the scheme for the preparation of a constitutional government.

THE MOROCCAN QUESTION.

SPEECH IN PARIS BY THE BRITISH POSTMASTER-GENERAL.

LONDON, October 23rd.

The Rt. Hon. Herbert Samuel, the Postmaster-General, who was the principal guest of the British Chamber of Commerce in Paris at a banquet, said:—"The prospect of an honourable and permanent settlement of the Morocco negotiations has relieved Europe of heavy anxiety. The British Government and people would rejoice if the negotiations resulted in the establishment of French influence in Morocco, for it was the opinion of competent British observers that rarely in human history has a civilised nation been more successful than the French in the government and development of backward races."

PORTUGUESE CRUISER WRECKED.

LONDON, October 23rd.

Reuter's correspondent at Lisbon wires that the cruiser *Sao Rafael* was wrecked on the rocks at the mouth of the river Ave during a fog and storm.

The crew, which numbered 200, were saved.

Fifty swam ashore.

BIG FIRE IN TURKEY.

LONDON, October 23rd.

A great fire at Constantinople broke out simultaneously at Stamboul, Bejezid (the quarter near the Ministries of War and Finance) and at Kulkapu, at six o'clock yesterday evening.

The damage is estimated at £200,000.

[THROUGH REUTER'S AGENCY.]

THE MEDITERRANEAN WAR.

FIGHTING AT BENGHAZI.

LONDON, October 23rd.

Reuter's Rome correspondent wires that a despatch from General Briccola places the Turkish losses at Benghazi at 200 killed.

The Italian troops lost 16 killed and 61 wounded.

The 22 casualties reported yesterday occurred among the bluejackets.

NEUTRALISATION OF RED SEA.

LATER.

Reuter's correspondent at Constantinople wires that with a view to re-lighting the Red Sea Great Britain has proposed its neutralisation.

The Porte is agreeable, but wishes to be entitled to transport troops by that route, which is incompatible with its neutrality.

There the matter at present rests.

A MEDIATION INTERVIEW.

The Austrian and German Ambassadors had a long interview with the Grand Vizier on Saturday with reference to mediation.

RAILWAY MEN AGAIN THREATEN TO STRIKE.

LONDON, October 23rd.

The railway men's disappointment in the report of the Commission found angry expression at many meetings held yesterday evening, when it was resolved to repeat the previous demands including the recognition of the Unions.

Failing a concession a general strike will be declared.

ANOTHER AVIATOR'S DEATH.

LONDON, October 23rd.

An Aviator named Tacks has been killed at Schneverdingen, Hanover.

This makes the hundredth aviator killed since 1908.

BRITAIN'S SECOND CHAMBER.

LONDON, October 22nd.

Mr. Asquith, speaking at Ladybank, said the Lords would in due course be replaced by a body relatively small in numbers, but impartial in temper, and to which the functions of a second chamber can safely be entrusted.

One of the first measures to be introduced next session would be the Home Rule Bill.

CONSULAR SUPREME COURT FOR BERLIN.

LONDON, October 22nd.

Reuter's correspondent at Berlin wires that the Reichstag, in discussing the Bill providing for the establishment of a Consular Supreme Court at Berlin with judges assisted by an official, from the Foreign Office, has adopted the Radical amendment eliminating the official despite the urgent representations of Herr von Kiderlen-Waechter and Herr Lindequist that the presence of an official was indispensable, and his removal would wreck the Bill.

TRAFALGAR DAY CELEBRATIONS.

LONDON, October 22nd.

Trafalgar Day was celebrated on a more elaborate scale than previously. World-wide tributes were received, and 300 wreaths were placed on the Nelson monument in London, prominent among which was one of silver leaves from Cape Colony.

There were also tributes from the Far East.

Meetings were held urging the maintenance of a strong navy.

THE TURF.

LONDON, October 23rd.

An important trial took place at Upavon to-day when Hornet's Beauty beat Mahsud by a length and a half, with Sandglass third.

Nevertheless, it is understood that Mahsud did all that was expected, and will represent its owner in the Cambridgeshire Stakes.

[THROUGH REUTER'S AGENCY.]

THE HOME RULE BILL.

LONDON, October 23rd.

Mr. John Redmond, speaking at Baitinglass in Wicklow, said the Home Rule Bill had been almost completed.

He was unable to divulge details, but affirmed that both principles and details would be satisfactory to the Nationalists. (Cheers.)

He urgently appealed to them to prevent, meanwhile, the remotest possibility of anything resembling intimidation or religious intolerance.

THE ACCUSED FRENCH OFFICIALS.

LONDON, October 22nd.

Reuter's correspondent at Paris wires that the newspapers state that M. Destailleur, the French Commissioner for Ujda, in Morocco, the Vice-Consul, and the head of the Customs, who were arrested on charges of peculation and gun-running, have been released pending the inquiry of a special commission from Paris.

A PEERAGE FOR MR. ASQUITH?

LONDON, October 23rd.

The *Daily Express* says Mr. Asquith has decided to accept a peerage at the New Year.

DOUBLE WEDDING AT SHANGHAI.

The second and third daughters of the Rev. Timothy Richard, D.D., M.D., were married at the same time at Union Church, Shanghai, on Saturday, 14th inst. Miss Mary Celia Richard was married to Mr. Norman Leonard Warner (acting accountant of the International Banking Corporation) second son of the late James Brand Napier, of Edinburgh, and Miss Florence Annie Richard to Mr. Harold Ivan Harding (of H.B.M. Consular Service), only son of Edwin John Harding. In the absence of the Rev. C. E. Darwent, through indisposition, Dr. Richard, the father of the brides, officiated at the marriage ceremony. Miss Eleanor Richard and Miss Margaret Richard, sisters of the brides, acted as bridesmaids, while Mr. Charles D. Dixon, of Mackenzie & Co., and Mr. J. B. A. Mackinnon, Assistant Secretary of the Municipal Council, were the best men. Mr. and Mrs. Napier will spend their honeymoon in Europe, while Mr. and Mrs. Harding will spend theirs in China. After the honeymoon Mr. and Mrs. Harding will proceed to Foochow, where Mr. Harding will take up his duties as second in charge at the British Consulate.

AN ANCIENT CHINESE GUN.

The Royal Yacht Squadron have been presented with an interesting relic of the Chinese War of 1900 by Commander F.O. Creagh-Osborne, R.N. It is one of the very old Chinese breech-loading guns of about 1600, which was mounted on the Great Wall of Peking. It stands on the original wooden carriage, which somewhat resembles a waiting horse with a place at the end out to enable the gun to be depressed. The firearm is about 5ft. long, and has been an object of much attention outside the main entrance to the Royal Yacht Squadron's club house, Cowes. The inscription runs: "Chinese gun of about 1600. Taken in Chinese War of 1900 by Commander F.O. Creagh-Osborne, R.N."

THE FIRE ON THE "LUTZOW."

The latest news of the fire in the North-German Lloyd liner *Lutzow* at Liverpool only confirms the opinion that the casualty will prove to be costly, for amongst other injuries the first-class saloon is damaged by smoke and water, says the marine insurance writer of *The Times*. The very elaborate fittings and decorations in many modern liners may give satisfaction to a certain class of travellers, but from the underwriting point of view the vessels would be better risks without them. The water also penetrated into the store room and No. 4 hold, causing damage to the cargo stored there, which consisted of oil and general cargo. It was arranged that the vessel should proceed to Bremen to deliver cargo and be repaired at the port, but a telegram from Antwerp stated that after further consideration the surveyor recommended the discharge there of all the cargo damaged by fire and water.

THE EXPANSION OF JAPAN'S ARMY.

THE TWO DIVISIONS FOR CHOSEN.

The Japanese Military authorities recently submitted to the Department of Finance the new estimates for the next fiscal year. Attached to the new military estimates, says the *Tokyo Asahi*, is a special demand for the formation of two divisions in Chosen. The note sets forth that the scheme is to be completed in seven years, and the expenditure asked for next year is reported to be ¥5,000,000. The paper adds that the above scheme has been designed by Lieut. General Ishimochi, the new Minister of War, in accordance with instructions from General Terauchi, Governor-General of Chosen.

H.M.S. "CENTURION."

DATE OF LAUNCH.

The battleship *Centurion*, a sister ship of the *King George V*, will be launched at Devonport Dockyard on November 18. The *Centurion* was laid down on January 16, and as she has been kept on the building slip for ten months, which is a month beyond the average for recent ships, she will be in a very forward condition when launched.

CORRESPONDENCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

HONGKONG'S CHILDREN.

VI.

SIR,—In his great Budget speech His Excellency the Governor showed clearly that he is in favour of a progressive and comprehensive educational policy, and that he is only hindered in pressing forward more rapidly in this good work by his conscientious scruples, as controller of the Colonial Revenue, with regard to any increase of expenditure.

It behoves, therefore, the Unofficial Members, as guardians of the public purse, to unloose the purse strings and pour out such liberal contributions as will place the educational system of the Colony more on a par with our neighbours in the Philippine Islands, Japan, China and almost every other civilized nation in the world, behind whom this Colony seems to have lagged.

No doubt the honourable and learned Doctor, the senior unofficial member, whose interest and enthusiasm in educational matters are boundless, will have a great deal to say on the question, and it is to be hoped that he will have the unanimous support of his colleagues.

The extraordinary delay in the publication of the Census returns renders the discussion of the Education Estimates extremely difficult, and one has a feeling of groping in the dark amongst unreliable figures. However, I think it is safe to assume that the children of the Colony have not decreased in number since 1901.

The total estimated expenditure on education (including \$9,000 to the University, \$343 to the London University and \$5,129 to medical institutions) is \$279,460, from which must be deducted school fees, \$76,000; leaving \$203,460, a fraction over 24 per cent. of the gross revenue. Of this the net expenditure on primary and secondary schools is only \$188,988, rather more than 24 per cent. of revenue. Taking the population at 450,000, the expenditure is less than 42 cents per head.

If there are 103,000 possible students between the ages of 5 and 21, the Colony is to pay only \$1.88 towards the education of each of them for 12 months.

According to the Director of Education's computation in his Annual Report for 1910, there are 15,213 scholars enrolled in all the schools of the Colony; if these figures are correct and include the New Territories, there are still 85,000 possible pupils without schools, of whom at least 45,000 are children between 5 and 15.

If the Director of Education's statements are not to be taken literally, perhaps His Excellency will be good enough to enlighten the Council on the subject.

Towards the education of this 85,000, or 45,000, or whatever the correct number may be of children without schools, the Council is asked to vote the magnificent supply of \$4,100 (to the Chinese Vernacular Primary Education Board).

This is what His Excellency terms the encouragement of Chinese initiation with Government co-operation, and the promotion of a better and more widely-extended system of primary education in the Chinese language.

No doubt the extremely able and public-spirited gentlemen who compose the Vernacular Board will do their best to raise subscriptions; all the Chinese will respond with their usual munificence, but I venture to think that the encouragement of such a slender nature that co-operation will be equally slender.

will leave the senior unofficial member to fight the battle of the new Board, which will, no doubt, if properly supported, add greatly to the educational facilities of the City, and counteract myself with again drawing attention to the children of the rural districts of the Island of Hongkong and the New Territories, who have no one to speak for them in the Council.

These children it cannot be said that they are idle, nor is their stay in the Colony transitory; they are natives of the soil, as their fathers and grandfathers were; the Colony is their home, and they have no other place to go to; they are British subjects, and are as much entitled to education as a child born in England.

Their ancestors were not savages, but members of a race whose civilization precedes the period when our ancestors, clad in blue paint and innocence, shared the caves with the wolves; a race whose literature is more ancient than that of Greece and Rome, whose system of morality, founded on filial piety and family life, is older than the Gospel and has won the admiration of all students.

We have for sundry good reasons acquired possession of their land, and assumed the duty of governing them, but have failed to provide them with most of the advantages usually afforded by a civilized Government.

Voluntary effort is a splendid thing, but it works spasmodically both in time and place; it is the duty of the community through the Government to fill up the gaps left by voluntary effort; and it is the Government's duty that has the power and the means of placing educational facilities within the reach of every village in the old and new territories.

These village children are the adults of the future, and the Government has a great opportunity now of training them to be good citizens and subjects; if this opportunity is neglected by Government there is no knowing what seeds of anarchy, sedition and immorality may be sown and tended by others.

There is no need to put our system of education into the melting pot or to multiply Boards and Advisors; what is required is a general speeding up along the settled lines of progress, a development of the existing system downwards to the poorer children as well as upwards to the University undergraduate.

Without the general census returns, and a special educational census, nothing definite can be decided upon; the former will be available soon, the latter might easily be compiled by the Director of Education and District Officers.

To provide funds let the Council add, by a mere stroke of the pen, 1 per cent. to the rates; this will produce \$100,000 at no additional cost and will be felt by no one; let this sum be set apart for education to be expended in accordance with a scheme to be drawn up as soon as the necessary data are available.

Unfortunately under the present extraordinary system this fund would have to contribute 20 per cent. to the Military Contribution; but this absurdity might be partially compensated for by withdrawing the \$75,000 received from School Fees from the general revenue, and entering it as a credit to the Education Vote.

Could anything be more ludicrous and illogical than the taxation of school fees at the rate of 20 per cent. for military purposes?

Public schools at which the pupils pay fees are as much productive undertakings as the Railway, and should be included in the amendment of the Defence Contribution Ordinance now before the Council. Yours faithfully,

F. B. L. BOWLEY.

ALLEGED PARSEE SUBSCRIPTION TO A MOHAMEDAN FUND.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—A paragraph appears in your issue of Saturday morning to the effect that I have donated to the Mohamedan Mosque at Kowloon \$50. Allow me to contradict this report at once. I know not the source of your information, but I shall state here in brief the circumstances under which the sum of \$50 was passed by me into the hands of the president of the Mohamedan Community in Kowloon. One, Abdul Rahim, for some time in employ at the Kowloon Hotel, died at the Government Civil Hospital a few months ago. He died in poor circumstances, having only a few days' salary due to him from the Hotel. This, together with a small subscription collected amongst friends, defrayed his funeral expenses, leaving a small balance. As the deceased was a Mohamedan, the friends who subscribed thought that the balance should be made over to some Mohamedan Charitable Fund.

I accordingly sent \$50 to the president of the Mohamedan Community in Kowloon with a letter in which I clearly explained the source and object of the contribution. Under the circumstances, I am astonished to find my name appear as a donor.

I shall esteem it a great favour if you will so kind as to publish this letter in your next issue.—I remain, Sir, Your obedient servant,

DINSHAW S. PAOWALLA.

CONSOLS BELOW 77.

LOWEST PRICE REACHED SINCE 1831.

On September 20th Consols fell a quarter to 77 in the earlier part of the day, and dropped further; closing 5-16 down at 76 13-16—the lowest price since 1831, when, of course, the rate of interest was 3 per cent.

The death of Mr. Stolypin, renewed uneasiness over the protracted Moroccan negotiations, the labour troubles at home and abroad, and President Taft's anti-trust campaign formed a sufficiently strong "bear" combination in themselves, but the principal cause of the general depression on the Stock Exchange, says a London paper, was the raising of the Berlin Bank rate from 4 to 5 per cent.

It is true that a similar advance took place at this time last year, and that there is always great pressure for money in Germany at the end of the September quarter, but the present rise is accompanied by circumstantial reports of very heavy withdrawals from Berlin, not only by France, but by the Russian Government. The very probability that the Berlin Bank rate may be raised to 6 per cent. at the end of the month.

The Stock Exchange is, therefore, prepared for an advance in the Bank of England rate, and the discounting of this event was largely responsible for the general marking down of prices.

THE OLD MINISTER AND THE YOUNG MINISTER.

Lord Rosebery excused himself from making a long speech at a celebration of the quincentenary of St. Andrew's University, held in Dundee, by mentioning that he had just listened to between eighty and one hundred speeches, and repeating a story told to him by Sir Henry Campbell-Bannerman during a former visit to the city.

"Sir Henry Campbell-Bannerman said to me, 'Did you ever hear the story of the old minister and the young minister?'" stated Lord Rosebery.

"I said, 'No.' He said:—

"There was a young minister who thought he was very eloquent, and who was very ambitious. The young minister asked the old minister to come and hear him preach, and he preached a magnificent sermon. "When they returned to the vestry he waited expectantly for some compliment from the old minister, which did not come. The old minister sat, with beetling brows, looking at him—these beetling brows for which Dundee and its neighborhood are famous. At last the old minister did break silence, and said, 'Ah, mon, you must be a prod man the day to have got rid of that weary, windy, wasteful trash off yer stomach.'"

THE REBELLION IN RUPEH.

EFFECT OF THE REVOLUTION IN HONGKONG.

As is to be expected, Hongkong is very seriously affected by the revolution in China. Trade is largely at a standstill, and a Chinese estimate of the loss already sustained is something like three million dollars.

Two leading Chinese residents yesterday told our representative that the feeling in Hongkong was largely in favour of the revolution. Of the eight native-owned vernacular journals no less than seven of them are in sympathy with the insurrection, and only one supports the Imperial Government. So strong is the feeling against the Chinese Government that this native journal having criticised some of the revolutionary methods found that several of its advertisements threatened to withdraw their support unless they adopted a different attitude. But most significant of all, however, is the renewal of the agitation for the abolition of the queue. Here the cutting of the queue seems to be regarded as an outward badge of a desire for reform or perhaps approval of the revolutionary struggle, and thousands of men have been shorn of their long tresses during the last few days. This action is stimulated by a barber's shop in Des Voeux Road offering to cut free of charge the queues of all who come to them for three days. The offer was first made on Saturday, and it is calculated that at least three thousand men have availed themselves of it.

All coastal trade beyond Foochow has been brought to a standstill. No business is being done with Shanghai or the Taogtzes, and even southern ports (Straits Settlements and the Dutch East Indies) are beginning to be affected. Interest on money has gone up from 8 to 24 cents per 1,000 per day, or something like an increase from 4 per cent. to 9 per cent. per day. One Chinese merchant was heard to declare yesterday that it would be impossible to find \$500 worth of cash in Bonham Street, which is well known, is one of the wealthiest centres in the Colony. All the cash has been shipped to the North, and bar silver is now being sent in that direction. It is reported also that a certain bank has remitted five lakhs of dollars to Hankow. This represents subscriptions amounting to two hundred thousand dollars gold collected from Chinese at San Francisco by Dr. Sun Yat Sen.

All those engaged in the yarn, sundry merchandise, rice and opium trades will suffer considerably, and as already stated the loss to Chinese in the Colony already is estimated at three million dollars. A number of small failures have already been reported, and it is expected that hundreds will be notified before the end of the year.

It is stated here also that many of those engaged with the revolutionary forces are from the South. They have all passed through Hongkong. Most of them were queueless, and as they carried little luggage it is certain that they came up to take part in the rising.

In Hongkong the most exaggerated rumours are in circulation. It is reported that the Imperialists have been routed, that the young Emperor has been deposed, and that a new régime has been established. Unrest and excitement are therefore general, and much hardship and suffering will be experienced before conditions become normal.

Letters from foreign residents at the seat of war appearing in the Shanghai papers supply interesting details of the situation. From these sources we quote the following:—

PEACE WITHIN REVOLUTION AT WUCHANG.

I have just returned from a visit to Wuchang, writes a correspondent of the N.C. Daily News. Crossing from Hankow with a party of American missionaries who were going to enter the city by a rope laid over the wall, my companion and I were overtaken by a Chinese officer wearing a khaki uniform with a white band round his sleeve and carrying a revolver in his hand. We said that we were visiting our missions to get some things, but that we wished to visit General Li, the commander-in-chief of the revolutionary forces. The officer kindly suggested taking us under his care, so we went on and talked about the revolution.

"We are like you 'Napoleon,' said our military companion, 'we war against rulers, not against nations.' We quoted a tag from the Chinese classics in reply, how that in gaining the hearts of the people one could obtain the Government of the Empire. And we proceeded to moralize on the expediency of the revolutionary troops protecting the life and property of the ordinary citizen. Our friend agreed and assured us that the hearts of the people were with the revolutionists.

A TRICK.

Arrived at the gate we received a surprise. Our military friend seemed to have some difficulty with the soldiers on guard inside the city, and we heard him exclaiming that 'We are all one family.' Our surprise was complete when the gate opened and a private in black uniform arrested the officer, telling him that it would be death to enter the city in a khaki uniform, that six soldiers were shot yesterday on that account, and that he must change his clothes with his opinions. The private in black with his rifle and the officer in khaki with his revolver went off together to some place outside the city, and we saw them no more. But we smiled as we found we had so nearly been made use of to guarantee the good faith of the officer who had pretended to be of the protecting power.

A similar trick was played upon my friend on the night of the revolution. A party of soldiers entered his chapel and offered to guard it, refusing lights, however, and when morning came it was found that they were merely hiding from revolutionaries and government troops alike.

So we were left to our own devices and first walked round the north side of the city. We met coolies passing to and fro as if nothing had happened, and in places found the gardeners at work once more on their vegetable fields.

On the road we met a patrol and exchanged a friendly greeting with the soldiers and at last reached the East gate, the one most remote from the river, and used chiefly by country people.

We had no difficulty in obtaining admittance, but found that all Chinese going in or out were closely examined, and those who had boxes were compelled to open them to show they had no plunder.

Signs of upheaval.

Once inside the city signs of the recent upheaval were evident. The roads were full of soldiers, and straw with the red facings of uniforms and in some cases khaki clothes lay on the road for any one to take away. The insurgents are all wearing their black winter uniforms with the old facings and ornaments torn off and white bands round their waists. Their general demeanour reminded me of the Swiss soldiers whom I saw many years ago. Whilst discipline seemed perfect, there was no smartness about their notions and nothing to distinguish privates from officers, so far as I could see. They were all friendly and ready for a chat.

GENERAL LI AND HEADQUARTERS.

After some delay we saw General Li. He speaks English fluently, and although he was unable to help us in our request to get our letters from the Post Office, he offered us a guard, which we declined.

The entrance and passages of the assembly hall were filled with soldiers, and one could go in without permission.

Clerks were busy writing out notices and proclamations, and in one room the soldiers were hurriedly eating. General Li himself was dressed in a long silk gown, but all others in his room were in uniform.

Flags were displayed with the legend 'Heinrich Mich Wan,' 'The New Han (dynasty),' 'Extirpate the Manchus.'

Wounded men were being taken to the hospitals in the city, and both Dr. MacWilliam and Dr. Patterson are looking after them. Three or four European missionaries still remain in the city, but all ladies and children have gone to Hankow.

Shops were doing business in the streets we passed through, and no one seemed to be afraid of what was happening. One has to get back to Hankow to be enlightened with rumours.

AT HANYANG.

Writing of a visit to Hanyang a correspondent says:—The streets were crowded with ugly-looking characters, whose remarks were none of the pleasantest to hear. All the old police had run away, new police had not been installed, and there seemed to be no one in authority. I made my way to the west gate. Outside it, hanging in a basket, on the wall, was the gruesome spectacle of a man's head, with the stripes of a policeman decorating the bottom of the basket. The Chinese characters on the sides gave the information that the man was found guilty, and that this was his punishment.

The Prefect's yamen had been fired during the night. The Prefect, a Manchuk, had escaped, but a Manchuk tutor who taught the Prefect's family was not so fortunate. He was caught and summarily beheaded.

The Hsien's yamen was a short distance to the south of the Fu's, but this was intact. The revolutionary soldiers raided it in the early morning, but the magistrate had already got away. They discovered his hiding place, however, and with the muzzle of a rifle at his head, asked him if he would become a revolutionary. He replied, 'I am a Chinese, how could I but submit,' and he was at once reinstated in his former position, and his yamen guarded by revolutionary soldiers.

ANTI-FORGEONISM.

The insurgents evidently have not maintained order in Hanyang as they seem to have done in the other two cities. During the week about five miles through the most populated part of the city, I only met nine revolutionary soldiers on patrol, and these were in squads of three and had a cowed and dejected appearance. During Friday night, a band of the newly recruited soldiers attacked the large native distillery next to the Baptist Mission hospital and demanded large sums of money. After receiving fifteen thousand cash, they left without fulfilling their threat to burn and kill.

Next day, Saturday, matters had not improved. A foreigner walking along the river bank was stoned several times, and heard rowdies calling on the mob to "kill the foreigners."

THE END OF SQUEEZE.

The new prefect in Hanyang is named Li Ping. He was associated with Kang Yu-wei and was imprisoned in Hanyang for his political offence more than ten years. A criminal named Cheo was confined with him in the same prison, with whom Li Ping became friendly. When all the prisoners were released and Li Ping was made prefect, he did not forget his former friend and made him his secretary. On Sunday morning, Cheo, a wealthy man living outside the south gate, handed thirty thousand taels to the Secretary to pass on to the Fu, to be used for revolutionary purposes. Of this amount Cheo appropriated one-third to his own use and passed twenty thousand taels only to the Prefect. His crime was discovered on Sunday afternoon and he was immediately decapitated, just two and a half days after his release from prison, and his head took the place of the policeman's in the basket outside the west gate.

One of the strong tenets of the new party is the stopping of "squeeze," and from all accounts, they intend to do it if they can hold their own.

THE FINANCIAL POSITION.

DEMAND FOR MEXICAN DOLLARS.

Although the run on the banks by small depositors and schoolboys continued yesterday, says the N.C. Daily News of Friday last, there was a slightly better feeling of confidence, and it is believed that there will be an early relief from tension. Silver coins, or rather Mexican dollars, are in great demand, so much so that the exchange was driven up to 82 yesterday; and if the run on the banks continues, it may move up to 85. The banks have paid out almost all their coins, estimated at \$7,000,000 a week ago, and the demand has not shown any signs of weakness. The situation in Shanghai is extraordinary, as although there are \$1,280,000,000 worth of silver bars and specie they are useless as a means of helping to tide over the crisis. The native banks have faced the situation with perfect equanimity, and those that have temporarily closed their doors have done so purely on account of scarcity of the Mexican dollar coins.

BANKS AFFECTED.

We understand that eight banks have suspended payment of Mexican dollars, promising to pay out after seven days from yesterday—and many more are in a critical position.

The chief among them are Shing Chien and Shing Nih (Cheking Provincial Bank), Yee Ming (Cheking Government Bank) and the Ningpo Commercial Bank. The Imperial Bank of China was besieged yesterday till late in the afternoon, and the Taiching Bank has stood the strain extremely well.

Even foreign banks did not escape the rush. The panic among ignorant Chinese having gone so far as to distrust the notes of the Hongkong and Shanghai Bank. In all these cases, it is only people with small means that have been anxious, while the big Chinese depositors and merchants are facing the situation calmly.

THE CRUX OF THE SITUATION.

The position in Shanghai was made as easy as possible by the decision of the Foreign Banks late on Monday evening not to press for the payment by native banks of short loans and native orders. The extra time granted for payment is indefinite and the duration of the grace will depend on the position of the respective native banks.

But the crux of the trouble in the inadequate supply of Mexican dollars, which threatens to give out if the rush continues. The Foreign Banks need all the dollars they have in their coffers, so much so that they are unable to help the native banks. Supplies of dollars are expected from Hongkong and Canton—it is reported that a good amount is already on the way—also from the interior. Of course, it ought to be easy for substantial banks to get the needed supplies within a week, for the price offered today for the dollar is almost without parallel—except during the 1000 rebellion.

People with ready money are doing a roaring trade by giving loans at exorbitant interest on very substantial securities offered by those under the influence of the panic. This panic is not confined to Shanghai alone, as a similar state of affairs is reported from Tientsin and Peking.

TRADE AFFECTED.

Trade is absolutely held up, and some of the usual piece goods notions are not taking place this week. Everything is paralyzed, although Chinese dealers are hopeful of the outcome of this trouble. From the foreigners' point of view the loss to business is not as great as it might be thought to be. Owing to the horse strikes and several other causes the stocks in Shanghai are at a very low ebb, and as the revolution is generally expected to be over before a few weeks at the most the loss to business will not be heavy.

FORWARD CONTRACTS.

We understand that better contracts have prevailed regarding the repatriation of forward contracts for goods, and the members of the Chinese Chambers of Commerce have decided to await the turn of events before finally deciding upon the matter.

INTIMATIONS.

HAIR CAME OUT IN COMBFULS

Eight Bars Patches on Child's Head. Skin Raised, Crusted and Irritated. Afraid of Losing All Her Hair.

Cured After Using Box of Cuticura Ointment with Cuticura Soap.

"I am pleased to say my little girl's head is completely cured after using one box of Cuticura Ointment and also washing her head with Cuticura Soap. You would like to know about the case, I am sure. "It started first by her hair coming out in combfuls, leaving a spot about the size of a shilling. The skin looked raised and crusted and irritated her very much. Naturally I became very anxious when I saw eight different bars patches on her head. I was afraid she was going to lose all her hair. I tried two well advertised remedies and they did no good, so I took her to a skin hospital. The doctor told me it was ringworm and to keep her from scratching, which I did. I attended the hospital with her for seven weeks. I had to wear a black cap, and for poor little face became swollen and red where the ointment touched it. "One day I sent for a box of Cuticura Ointment. After thoroughly cleansing her head with the Cuticura Soap, I started with the Cuticura. The second dressing, with 'I've used to take the irritation away, and soon we saw an improvement. Before that night finished the box of Cuticura Ointment, her head was quite clear and the hair was growing over the bald spots. Now her hair is grown beautiful and long, with nothing but the Cuticura Ointment and the Cuticura Soap, with which I wash her." (Signed) Mrs. N. K. G. Grey, Rock Hill, S. C. (Signed) Mrs. N. K. G. Grey, Rock Hill, S. C. Derby Rd., Liverpool, Eng. May 1910. The Cuticura Remedies afford the most economical treatment for the skin. Cuticura Soap and a box of Cuticura Ointment are often sufficient to cure the worst skin diseases. London Depot, 27, Chancery Lane, E.C. 4. Post-free, Booklet on skin diseases.

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SCENES AT THE BANKS.

While the sight of refugees arriving from Hankow, carrying all their worldly possessions with them for the most part, attracted much attention in Shanghai, this spectacle did not compare with what was witnessed on the premises of the various banks, both native and foreign. The rush to get silver for notes continued with increased force, so much so that in the early forenoon messages were sent to the police for special guards.

As a result of this, towards eleven o'clock the men who had been on night duty, principally Sikhs and foreigners, were sent on duty, most of them armed. At all the banks there was a big crowd; but it was at the office of the Imperial Bank of China that the largest number appeared to assemble. So great was the crush that to cope with the demand it was found necessary to close the main doors and let the people enter in batches. They came out hugging their dollars in cloth bags, while those who had to wait some time before getting in, wore for the greatest part a resigned look.

Thanks to the special police on duty here and elsewhere, everything passed off quietly.

THE TELEGRAPH LINES.

PEERS CENSORSHIP.

With General Yin Chang holding all three lines to Peking, for Government use, it is at the moment practically impossible to get private messages through, and as a consequence piles of telegrams sent from Shanghai are lying at Peking.—N.C. Daily News.

LORD KITCHENER IN EGYPT.

VISIT TO THE KHEIVIE.

Lord Kitchener landed at Alexandria, from the cruiser Diana at 9 o'clock on the 23rd ult, and proceeded to the British Consulate, where he received the Premier and four other Ministers.

At 11 o'clock he visited the Khedive and after lunch proceeded with the members of the Diplomatic and Consular staff in State carriages to the Ras-el-tin Palace, where he presented his credentials to his Highness.

Speaking in French, Lord Kitchener said:—His Majesty the King, my august master, charges me in handing you these credentials to accompany them with an expression of his highest esteem for the person of your Highness and his sincere wishes for the well-being of Egypt. I need not add that the sentiments of the King, my master, in regard to your Highness and Egypt are those also of his representative. I am proud of the mission with which his Majesty has seen fit to honour me and happy to renew the pleasant recollection I have always had of this country.

I am particularly pleased with the prospect of being called upon to maintain the deep sympathy which animated my predecessor in his relations with your Highness and I dare to hope that this sympathy, added to a friendship for Egypt of long date, will facilitate for me the task I have at heart—namely, watching over to the best of my power and with the approval and support of your Highness the prosperity of Egypt. During the 15 years you previously passed here I was able to watch with profound pleasure the steps of progress made by the country, to which I am attached by ties of deep affection, and having returned to this country my wishes and efforts will always be towards the maintenance and development of that progress. Permit me, then, in reiterating to your Highness the sentiments of my august Sovereign, to associate myself with them and to assure your Highness of my devotion to your person and your people.

The Khedive replied in suitable terms.

At 4 o'clock Lord Kitchener left by special train for Cairo with the members of the British Agency.

RUBBER COMPANY DIVIDENDS.

The Seafield Rubber Company, Limited, pays an interim dividend of 15 per cent., and the Straits Rubber Company a second interim dividend of 10 per cent. Both were payable on October 10. Other distributions announced are:—North Borneo (Selangor) Rubber Company, Limited, an interim dividend of 20 per cent., making 30 per cent. for the year, and carry forward £3,798. The estimated crop for the current year is 120,000 lbs. of dry rubber. Kapar Para pays an interim dividend of 20 per cent., and Ulu Rantau an interim dividend of 10 per cent.

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U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG.	(SUBJECT TO ALTERATION.)
STEAMERS	Tons
KOREA	18,000
SIBERIA	18,000
MANCHURIA	27,000
MONGOLIA	27,000
KOREA	18,000
SIBERIA	18,000
MANCHURIA	27,000
MONGOLIA	27,000

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on SATURDAY, 28th October, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioners of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consuls, Consuls and Vice-Consuls located in Asia. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consuls, Consuls and Vice-Consuls located in Asia, also Commissioners of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 Tons.....FRIDAY, 17th Nov., at 1 P.M.

PERSIA.....9,000 Tons.....FRIDAY, 5th Jan., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th Nov., at 1 P.M.

On the Fine Mail Steamers, CHINA and PERSIA FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. 243.

HONGKONG TO SAN FRANCISCO via New York " " 245.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE & PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

Steamers	Tons	Captain	To Sail on or About
LUGERIC	11,000	J. Mathie	25th October.
STRATHLYON	8,000	J. R. Shaw	21st November.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED. KING'S BUILDING, PRAYA CENTRAL.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 28th October. FROM COLOMBO: 10th November.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED. (MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG TO RIVER PLATE Ports transhipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGKONG: Frequent Sailings. FROM CALCUTTA: End September.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED. (MANAGING AGENTS).

NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC".....3,000 tons.....to be despatched End December.

S.S. "KATANGA".....5,600 tons.....to follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED. (MANAGING AGENTS).

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	26th Oct.	Saturday, 11th Nov.
EASTERN	17th Nov.	Saturday, 9th Dec.
ALDENHAM	1st Dec.	Saturday, 23rd Dec.
EMPIRE	15th Dec.	Saturday, 6th Jan., 1912

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

Hongkong, 18th October, 1911.

AVERAGE MARKET PRICES.

October 20th, 1911

The Prices are given in Dollar Cents.

Bureau of Market.

Meat: Lung Pa Yuk—Beef, sirloin, lb. 20.

Meat: Ham Nguo Yok—Corned Beef, lb. 20.

Meat: Nguo Nam—Beef, lb. 18.

Meat: Tong Yek—Beef, lb. 18.

Meat: Nguo Yok Pa—Beef, lb. 18.

Meat: Nguo Yok Chong—Sausages, lb. 24.

Meat: Nguo No—Bullock's Brains, set 9.

Meat: Nguo No—Beef Steak, Sirloin lb. 30.

Meat: Nguo No—Bullock's Tongue, lb. 30.

Meat: Ham Nguo Le—fresh, each 45.

Meat: Nguo No—Bullock's Head, lb. 60.

Meat: Nguo No—Heart, lb. 13.

Meat: Ham Nguo Kin—Beef, lb. 13.

Meat: Nguo No—Bullock's Feet, each 18.

Meat: Nguo No—Bullock's Kidney, each 18.

Meat: Nguo No—Bullock's Tail, lb. 13.

Meat: Nguo No—Bullock's Liver, lb. 13.

Meat: Nguo No—Bullock's Tripe, lb. 13.

Meat: Nguo No—Bullock's Testes, lb. 13.

Meat: Nguo No—Bullock's Udder, lb. 13.

Meat: Nguo No—Bullock's Vagina, lb. 13.

Meat: Nguo No—Bullock's Penis, lb. 13.

Meat: Nguo No—Bullock's Scrotum, lb. 13.

Meat: Nguo No—Bullock's Clitoris, lb. 13.

Meat: Nguo No—Bullock's Vulva, lb. 13.

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Meat: Nguo No—Bullock's Vulva, lb. 13.

Meat: Nguo No—Bullock's Vagina, lb. 13.

Meat: Nguo No—Bullock's Penis, lb. 13.

Meat: Nguo No—Bullock's Scrotum, lb. 13.

Meat: Nguo No—Bullock's Clitoris, lb. 13.

Meat: Nguo No—Bullock's Vulva, lb. 13.

Meat: Nguo No—Bullock's Vagina, lb. 13.

Meat: Nguo No—Bullock's Penis, lb. 13.

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Meat: Nguo No—Bullock's Scrotum, lb. 13.

Meat: Nguo No—Bullock's Clitoris, lb. 13.

Meat: Nguo No—Bullock's Vulva, lb. 13.

Meat: Nguo No—Bullock's Vagina, lb. 13.

GIBB, LIVINGSTON & CO., AGENTS.

1262

American—each 8.

Meat: Lai Chi Kon—Lichees, Fresh, 2nd, 25.

Meat: Ning Mong—Lemons, Saigon, 25.

Meat: Lau Mong—Mango, S'ao, 25.

Meat: On Nam Mong—Mango, S'ao, 25.

Meat: Shan Chai—Mango, S'ao, 25.

Meat: Yung Sai Kwai—Mango, S'ao, 25.

Meat: American—each 8.

Meat: Sai Kwai—Water Melons, China, 1b. 10.

Meat: Hsing Kwai—Musk Melon, American, each 10.

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ALL-RED CABLE ROUTE IMPOSSIBLE.

EFFECT OF THE AMERICAN COMBINE.

The great cable trust, announced recently, in consequence of which all Atlantic lines have come under American control, has destroyed all hope of an "All-Red" cable route, says a London contemporary.

The Atlantic cables were the vital parts of the link between England, Canada, and Australia, and so long as they were entirely British lines there was every hope of an "All-Red" cable route.

All cables between Canada and Australia and New Zealand are State-owned, and controlled by what is known as the Pacific Cable Board, which is composed of representatives of the joint owners—Great Britain, Canada and Australia.

The Pacific Cable Board controls and owns all the cables from Australia and New Zealand to Canada, but the Atlantic companies, which are now entirely under American control, command communication between Great Britain and Montreal.

"The passing of the control of the Atlantic cables into American hands is a serious matter to all who were building up hopes of an 'All-Red' cable route," said an officer of the Pacific Cable Board to an *Express* representative.

"What it means is this: There is now no British cable company competing with American interests on the Atlantic service, for there are now only two concerns—the combine and the Commercial Cable Company—which are both American owned.

"Even if a new British cable company leased one of the spare lines at a heavy rental or laid a new cable across the Atlantic, there is now no prospect of successful competition with the American companies.

"The reason is that all the chief telegraphic services across Canada are in the hands of two companies working in conjunction with the Canadian Pacific Railway and the Grand Trunk line, and they are under agreement to take the cable messages of the existing companies.

"That is the reason why the British cable companies were obliged to come into line with the Western Union Telegraph Company, which had preference for the transmission of its cables across the Atlantic.

"The Canadian Government is opposed to State control of the telegraphs which are in the hands of private companies, otherwise the position would be simplified.

"In the event of a war with America difficulty might occur if American operators had to deal with British messages, but the landing stages of the cables are at present confined to British territory, and the Government would have control of the lines at these points, even if the cables were American owned entirely.

"The position is not one that will command itself to Englishmen who are interested in the establishment of an 'All-Red' route, for it means that Canada will be supplied exclusively by American-controlled cables."

Visitors at Hotels.

HONGKONG HOTEL.

Mr. & Mrs. J. H. Back.

Mr. & Mrs. A. M. Baldwin.

Mr. & Mrs. J. H. Back.

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Mr. & Mrs. J. H. Back.

Mr. & Mrs. A.

SHIPPING

ARRIVALS.

DELAVIA, German str., 4242, V. Dohren, 23rd Oct.—Shanghai 20th Oct., General—Hamburg—America Line.
DUMBER, French str., 3219, Soller, 22nd Oct.—Marseilles 24th September, Mails and General—Messageries Maritimes.
GLENCOLE, British str., 2399, V. Graves, 22nd Oct.—Rangoon 9th Oct., General—Ssang Talk Hong.
NEEDLES, British str., 2995, J. P. Turner, 22nd Oct.—Singapore 16th Oct.—Hamburg—America Line.
TILMACHUS, British str., 1340, A. Fraser, 22nd Oct.—Saigon 18th Oct., General—We Fat Sing.
TONKIN, French str., 5000, 23rd Oct.—Shanghai 20th Oct., General and Mails—Messageries Maritimes.
YAWATA MARU, Japanese str., 2365, T. Sakino, 23rd Oct.—Melbourne via Manila 21st October, General—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
23rd October.
Kwangchow, British str., for Shanghai.
Saint Patrick, British str., for Singapore.

DEPARTURES.

23rd October.
CHINMUA, British str., for Canton.
WONGKUI, German str., for Bangkok.

SHIPPING REPORT.

The Brit. str. *Glenale* reports: Experienced very strong monsoon weather after passing Po Sapatu.

PASSENGERS.

ARRIVED.

Per *Telemachus*, from Saigon, Messrs Tunis and Horgart.

Per *Yawata Maru*, from Australia, for Hongkong, Miss Wilson, Mr. E. Seemann, Mr. E. Gasser, Miss Kitching, Mr. G. Lutz and Mr. E. W. Austin; for Nagasaki, Mr. H. Tanaka and Mr. H. Shiohara; for Kobe, Mr. H. Tanaka and baby, Mr. K. Nishida and Mr. K. Miyachi; for Yokohama, Mr. K. Kamei, Mr. C. A. Pass, Mr. G. Guerra, Mr. P. Pillamit and Mr. M. Ampli.

Per *Dumber*, from Hongkong, from Marseilles, Mrs. Flint and Miss Emsall; from Colombo, Mr. S. W. Tannuramulla; from Singapore, Mr. Puggioni and Mr. A. Frank; from Saigon, Mr. MacO'Connell and Rev. Keller; for Shanghai from Marseilles, Mr. Sina and Mr. Schmidt; from Hongkong, Mr. Schnuweit and Mr. Dorfmann; from Saigon, Mr. Sina and Mr. Dorfmann; from Colombo, for Kobe, Mr. Chigo Shimada and Mrs. Yurie Kawahara; for Yokohama, Miss Sato Sora.

Per P. & O. str. *Neptun*, collecting with the str. *Himalaya* at Colombo, from London Nov. 3.—For Hongkong, Mrs. L. Moton, Mr. and Mrs. Lyle, and Mrs. Tovey-Cousins.

Per P. & O. str. *Noro*, from London Nov. 4.—For Hongkong, Mr. and Mrs. A. J. Simmons and children, Miss M. Beaton, Mr. R. A. Whitmore, Mrs. and Miss Wilson, Miss Clarke and Mrs. B. B. Butler; for Manila, Mr. J. Hobbs.

Per I.G.M. str. *Prinzess Alice*, from Bremen Sept. 20.—For Hongkong, Misses Dorow and Haeker; from Southampton, Sept. 26, for Hongkong, Colonel H. P. Smith, Miss Agnes Jowend, Mr. and Mrs. Sutton and child; for Sandakan, Mr. H. C. Browne; from Genoa, Oct. 5, for Hongkong, Mr. and Mrs. E. Briss, Miss Briss, Miss M. Polig, Com. and Mrs. M. L. Bristol, Mr. A. Parde de Taverna, Mr. and Mrs. van Grabow, Mr. and Mrs. Bremer, Mrs. E. Sembill, Mr. J. W. Barker, Mr. Tafel, Mr. B. Waters, Miss J. Heidors, Mr. F. Metzner, Sisters Agate, Casimire, Luise and Zita.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Shimo Maru* with U.S. mails is expected to arrive here to-day at daylight.

The P. M. S.S. Co. str. *Siberia* from San Francisco was dispatched from Yokohama on the 22nd instant on route to Hongkong, and is due to arrive at Hongkong on the 31st inst.

The P. M. S.S. Co. str. *China* was dispatched from San Francisco on the 11th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 7th prox.

The P. M. S.S. Co. str. *Manchuria* was dispatched from San Francisco on the 17th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 17th prox.

The I.G.M. str. *Coblenz* left Sydney on the 21st instant, at 11 a.m., and may be expected here on or about the 15th prox.

THE CANADIAN MAIL.

The C.P.R. Co's str. *Empress of India* arrived at Shanghai at 11 a.m. on 23rd inst. for Hongkong, where she is due to arrive at 6 a.m. on the 26th inst.

THE ENGLISH MAIL.

The P. & O. S. N. Co's str. *Aradira* left Singapore for this port on the 21st inst., at 6.30 a.m., with the outward English Mails, and is due here on the 26th inst., at about daylight.

MERCHANT STEAMERS.

The Russian str. *Sibir* left Moji on the 15th inst. for this port, and is due to arrive here to-day.

The N. Y. K. str. *Kumano Maru* (Australian Line) left Nagasaki for this port on the 20th October, and is expected here to-day.

The N. Y. K. str. *Hibachi Maru* (European Line) left Singapore for this port on the 20th October, and is expected here to-morrow.

The "Ben" Line str. *Benary* from Middlesbrough and London left Singapore on the 20th inst. for this port.

The N. Y. K. str. *Awa Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 20th October, and is expected here on the 29th October.

The str. *Gleaves* passed the Suez Canal on the 29th ultimo, and is due here on or about the 31st inst.

The T.K.K. str. *Hongkong Maru* sailed from Manzanillo on the 9th instant for Hongkong, and is expected to arrive at this port on or about the 27th prox.

The Moral Line str. *Lithian* left the United Kingdom on the 24th ult. for Hongkong via the Straits.

The Olof Wijk & Co. str. *Peking* left Port Said on the 8th inst., and is expected here on or about the 7th prox.

The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Bombay for this port on the 20th inst., and is expected here on the 7th prox.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c. via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 28th inst., at Noon
LONDON & ANTWERP via SINGAPORE, &c.	SUMATRA	Brit. str.	—	W. R. Le Mars	P. & O. S. N. Co.	About 1st Nov.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	About 11th Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	HELVETIA	Ger. str.	k. w.	V. Dohren	HAMBURG-AMERICA LINE	To-day.
ROTTERDAM & HAMBURG via STRAITS, &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 11th Nov.
ROTTERDAM & HAMBURG via STRAITS, &c.	ARCADIA	Ger. str.	k. w.	Eckhoff	HAMBURG-AMERICA LINE	On 16th Nov.
HAVRE, BREMEN & HAMBURG, &c.	SENEGAMBIA	Ger. str.	k. w.	Kuhnorn	HAMBURG-AMERICA LINE	On 28th inst.
HAVRE & HAMBURG via STRAITS, &c.	BYERN	Ger. str.	k. w.	Brohmer	HAMBURG-AMERICA LINE	On 8th Nov.
HAVRE & HAMBURG via STRAITS, &c.	FREIENFELS	Ger. str.	k. w.	Sandstedt	HAMBURG-AMERICA LINE	On 21st Nov.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 8th Nov., at D'light
VICTORIA, B.C. & TACOMA via JAPAN, &c.	TACOMA MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 1st Nov., at 11 A.M.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	AWA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 7th Nov., at Noon
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 14th Nov., at 11 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR & SOUTHAMPTON	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	On 1st Nov., at Noon
TRIESTE, &c. via SINGAPORE, &c.	AUSTRIA	Am. str.	—	Raichol	DANDER, WILBER & Co.	To-day, at 2 P.M.
BOSTON & NEW YORK	SAINT PATRICK	Brit. str.	—	—	DODWELL & Co., LTD.	About 23rd inst.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	LUCERNE	Brit. str.	1 m.	J. Mathie	THE BANK LINE, LIMITED	To-morrow.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	S. Robinson	CANADIAN PACIFIC B. Co.	On 4th Nov., at 7 A.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC B. Co.	On 30th Dec., at Noon
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	KOREA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 28th inst., at 1 P.M.
SAN FRANCISCO via KEELUNG, SHANGHAI & JAPAN, &c.	SHIMO MARU	Jap. str.	—	H. S. Smith	TOYO KAISEN KAISHA	On 3rd Nov.
SAN FRANCISCO via SEIKOHU, SHANGHAI, JAPAN, &c.	KUJIMA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 17th Nov., at 1 P.M.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 27th inst., at Noon
AUSTRALIAN PORTS via MANILA	ST. ALBAN	Brit. str.	—	H. Bremer	MELCHERS & Co.	On 4th Nov., at 10 A.M.
KOBE & YOKOHAMA	RYUICHI MARU	Jap. str.	—	T. Yamawaki	GIBB, LIVINGSTON & Co.	On 11th Nov.
KOBE & YOKOHAMA	COBLENZ	Ger. str.	—	L. Klingkist	NIPPON YUSEN KAISHA	On 26th inst., at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	About 14th Nov.
JAPAN	YUKIKI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	To-morrow, at Noon
MEXICAN, PERUVIAN & CHILEAN via JAPAN	HONGKONG MARU	Jap. str.	—	Mitchie	TOYO KAISEN KAISHA	Quick despatch
WEIHAIWEI, CHEFOO & NEWCHANG	TINGSHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 13th Dec., at Noon
SHANGHAI, MOJI & KOBE	HAKATA MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	To-morrow, at D'light
SHANGHAI	LOESANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow.
SHANGHAI	CHINMUA	Brit. str.	1 m.	Benson	BUTTERFIELD & SWIRE	On 26th inst., at Noon
SHANGHAI	ANNU	Brit. str.	1 m.	S. Barham	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
SHANGHAI	CHENAN	Brit. str.	1 m.	J. B. Harris	P. & O. S. N. Co.	About 26th inst.
SHANGHAI	PRINCESS ALICE	Ger. str.	—	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	On 28th inst., at M'night
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PAIYAN	Brit. str.	—	P. Grosch	BUTTERFIELD & SWIRE	On 2nd Nov., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	LYNAR	Brit. str.	1 m.	C. R. Longden	MELCHERS & Co.	About 2nd Nov.
SHANGHAI	PEKING	Swed. str.	—	C. C. Williams	MELCHERS & Co.	About 3rd Nov.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CEYLON	Swed. str.	—	—	BUTTERFIELD & SWIRE	On 4th Nov., at M'night
SHANGHAI	THAIAP	Dut. str.	—	—	OLOF WIK & Co., LTD.	About 10th Nov.
TAMU via SWATOW & AMOY	DAIWIN MARU	Jap. str.	—	Rooy	OLOF WIK & Co., LTD.	About 7th Dec.
ANPING via SWATOW & AMOY	SOSU MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch
FOOCHOW via SWATOW & AMOY	CHOSHUN MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 29th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAICHANG	Brit. str.	2 h.	W. C. Passmore	OSAKA SHOSEN KAISHA	On 1st Nov., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.	J. W. Evans	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.	J. S. Roach	DOUGLAS LARPAKE & Co.	Today, at Noon
MANILA, ILOILO & CEBU	KALIFONG	Brit. str.	1 m.	Sidford	DOUGLAS LARPAKE & Co.	On 27th inst., at 11 A.M.
MANILA	YUNESANG	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 31st inst., at 11 A.M.
MANILA, CEBU & ILOILO	RUBI	Am. str.	—	S. Crosby	JARDINE, MATHESON & Co., Ltd.	To-day at 4 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Fennelstatter	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 2 P.M.
MANILA	LOONGSANG	Brit. str.	—	Tesak	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 4 P.M.
MANILA, ILOILO & CEBU	TEAN	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
MANILA, CEBU & ILOILO	ZAVIRO	Am. str.	—	M. C. Smith	JARDINE, MATHESON & Co., Ltd.	On 4th Nov., at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TUBODAS	Dut. str.	—	M. v. Wijk Juriaans	JARDINE, MATHESON & Co., Ltd.	On 7th Nov., at 4 P.M.
BOMBAY via SINGAPORE & COLOMBO	YAKASA MARU	Jap. str.	—	N. Nielsen	JARDINE, MATHESON & Co., Ltd.	On 10th Nov., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUNASANG	Brit. str.	—	Brady	NIPPON YUSEN KAISHA	Quick despatch
SINGAPORE, PENANG & CALCUTTA	MAUSANG	Brit. str.	—	E. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 P.M.
SANDAKAN	SUNGKIANG	Brit. str.	1 m.	Walgal	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at Noon
HOHOW & HAIPHONG	St. KIANG	Frans. str.	—	Mathias	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
KWANG CHOW WANG & HAIPHONG	St. KIANG	Frans. str.	—	E. de Catalano	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
					MESSENGERS MARITIMES	To-morrow, at 9 A.M.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON FEBRUARY 6TH.
"GOEBEN"	17,000 tons	ON FEBRUARY 21ST.
"DERFFLINGER"	17,300	ON MARCH 5TH.
"PRINZ BIEL FRIEDRICH"	16,000	ON MARCH 20TH.
"YOROK"	17,000	ON APRIL 2ND.
"PRINCESS ALICE"	20,300	ON APRIL 17TH.
"LUETZOW"	17,300	ON APRIL 30TH.
"KLEIST"	17,000	

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"P. E. FRIEDRICH"	16,000	Wednesday, 1st Nov., at Noon.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	"PRINCESS ALICE"	20,300	About 2nd Nov.
MANILA, ANGAT, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	5,000	Saturday, 4th Nov., 10 a.m.
KOBÉ and YOKOHAMA	"CORLENZ"	6,750	About 14th Nov.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 21st October, 1911.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
BUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 30th Oct., 4 p.m.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 10th Nov., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 21st October, 1911. PHILIPPINES S.S. Co. [3]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI.	"PEKING"	6,500 Tons About 10th November.
"CEYLON"	9,000	About 7th December.

For Freight and Further Particulars, apply to OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG. 46 YORK BUILDINGS TOP FLOOR.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong.

"EMPRESS OF INDIA" Sat., 4th Nov.	From St. John.
"EMPRESS OF JAPAN" Sat., 2nd Dec.	"EMPRESS OF BRITAIN" Fri., 1st Dec.
"MONTEAGLE" SATURDAY, 30th Dec. 1912	"EMPRESS OF IRELAND" Fri., 23rd Feb.
"EMPRESS OF INDIA" Sat., 27th Jan.	"EMPRESS OF IRELAND" Fri., 22nd Mar.
"EMPRESS OF JAPAN" Sat., 24th Feb.	

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamship " " £43 " " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" or rise Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application to Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK

S.S. "SAINT PATRICK"

On or about 25th Oct

For Freight and further information, apply to

RODWEIL & Co., Ltd., Agents.

Hongkong, 7th October, 1911. [1173]



PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA Capt. S. Barclay	About 26th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA Capt. W. R. Hickey	Noon, 26th Oct.	See Special of Call
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. R. Le Mare, R.N.R.	About 1st Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA	Capt. C. R. Longden, R.N.R.	3rd Nov.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th October, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL	REMARKS
MANILA, CEBU and ILOILO	"KAIFONG"	On 24th Oct., 4 P.M.	
HOIHOW and HAIPHONG	"SUNGKIANG"	On 25th Oct., 10 A.M.	
SHANGHAI	"CHINHUA"	On 26th Oct., 4 P.M.	
SHANGHAI	"ANHUI"	On 26th Oct., 4 P.M.	
MANILA, CEBU and ILOILO	"TAMING"	On 31st Oct., 4 P.M.	
SHANGHAI	"CHENAN"	On 2nd Nov., 4 P.M.	
SHANGHAI	"LINAN"	On 4th Nov., 4 P.M.	
MANILA, ILOILO and CEBU	"TEAN"	On 7th Nov., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

SS. "LINTAN" and SS. "SANGUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING" Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of SS. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
HONGKONG, 24th October, 1911.BUTTERFIELD & SWIRE,
AGENTS.**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine,

SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"SAIOHONG"	Capt. W. C. Passmore	TUESDAY, 24th Oct., at Noon.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 27th Oct., at 11 A.M.
"HAIFAN"	Capt. J. S. Bouch	TUESDAY, 31st Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & CO.,
GENERAL MANAGERS.

Hongkong, 21st October, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR ROTTERDAM, HAMBURG & ANTWERP:
SS. SLAVONIA ... 2nd Nov.	SS. BELGRAVIA ... 24th Oct.
SS. SCANDIA ... 16th Nov.	SS. HAVRE & HAMBURG ... 28th Oct.
SS. SPEZIA ... 2nd Dec.	SS. BAYERN ... 8th Nov.
SS. SEGOVIA ... 14th Dec.	For ROTTERDAM, HAMBURG & ANTWERP:
SS. SILEBIA ... 27th Dec.	SS. SACHSEN ... 11th Nov.
SS. AMBRIA ... 10th Jan.	SS. HAVRE & HAMBURG ... 16th Nov.
SS. GOLDENFELS ... 24th Jan.	SS. FREIENFELS ... 21st Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.**INDO-CHINA S. NAV. CO., LD.**

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)	TO SAIL
SINGAPORE, PENANG & CALCUTTA "KUTSANG"	Tuesday, 24th Oct., 2 P.M.
WEIHAIWEI, CHEFOO and NEWCHWANG	"TINGSANG" ... Wed'ay, 25th Oct., 11 A.M.
SANDAKAN	"MAUSANG" ... Wed'ay, 25th Oct., Noon.
SHANGHAI	"LOKSANG" ... Thursday, 26th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA "KUMSANG"	Friday, 27th Oct., Noon.
MANILA	"YUENSANG" ... Saturday, 28th Oct., 2 P.M.
MANILA	"LOGGSANG" ... Saturday, 4th Nov., 2 P.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "MAUSANG" and "FOKSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kaitai, Lahad, Datu, Simporna, Trawa, Usukan, Jesselton and Labuan.

Telephones No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—
HONGKONG, 24th October, 1911.JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.**TOYO KISEN KAISHA.**IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The new Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 3rd November, at Noon.

INTERMEDIATE SERVICE.

The Twin Screw SS. "NIPPON MARU," 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th Feb., at Noon, 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.

The Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG:

TO LONDON	£71-10-0
TO VALPARAISO	£57-0-0

Fares by INTERMEDIATE STEAMER.

TO HONOLULU	£23-0-0
SAN FRANCISCO	£25-0-0
CHICAGO	£35-10-0
NEW YORK	£42-0-0
LONDON via NEW YORK	£45-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA VIA NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 1st Nov., at 11 A.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 29th Nov., at 11 A.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 14th Nov., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers. Passenger situated AMIDSHIP. A limited number of Cabin Passengers carried at Low given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW via SWATOW	"CHOSHUN MARU"	WED'DAY, 25th Oct., at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 29th Oct., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 1st Nov., at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,
MANAGER**EST ASIATIQUE FRANCAIS**

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 25th Oct., 1911, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	2 days earlier	(London 1 day later)
Steamer	Tons	Leave	Due	Due
ASSAYE	7500	February 3	March 2	March 8
HIMALAYA	7000	February 17	March 16	March 22
DELHI	8000	March 2	March 30	April 5
INDIA	8000	March 16	April 13	April 19
DEVANHA	8000	March 30	April 27	May 3
DELTA	8000	April 13	May 11	May 17
ASSAYE	7500	April 27	May 25	May 31
DELHI	8000	May 11	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd SALOON £48.10 SINGLE £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave		Due	
	HONGKONG		LONDON	
	about		about	
NYANZA	Tonnage	February	7	March
WILE	7000	March	6	April
NUBIA	7000	April	3	May
SUMATRA	5000	April	17	May
NAMUR	7000	May	1	June
PALAWAN	5000	May	15	June
BORNEO	5000	May	29	July
SYRIA	7000	June	12	July
NOIE	7000	June	26	August

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.10 SINGLE £82.10 RETURN.

2nd SALOON £38.10 SINGLE £57.12 RETURN.

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.**NIPPON YUSEN KAISHA**

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. A. E. Moses	9,000	WED'DAY, 25th Oct., at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 8th Nov., at Daylight.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 22nd Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kon	7,000	SATURDAY, 4th Nov., from Kobe
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. Irizawa	7,000	TUESDAY, 7th Nov., at Noon.
	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 5th Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 27th Oct., at Noon.
SHANGHAI, MOJI and KOBE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 24th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	HAKATA MARU Capt. H. Nomura	7,000	WED'DAY, 25th Oct., at Noon.
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WED'DAY, 25th Oct., at Noon.
BOMBAY via SINGAPORE and COLOMBO	HITACHI MARU Capt. T. Yamawaki	7,000	THURSDAY, 26th Oct., 11 A.M.
	WAKASA MARU Capt. N. Nielsen	7,000	WED'DAY, 31st Oct., at Noon.

S Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The Next Steamer to sail from Hongkong—

"KIRIN MARU," Tons 4,000, CAPT. DEGUCHI, on 2nd Nov.

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	Tons	CAPTAIN	From Hongkong
TANGO MARU	8,000	K. Kawara	February 14th
KAMO	9,000	P. L. Sommer	February 28th
AKI	7,000	K. Homma	March 13th
MISHIMA	9,000	A. C. Moses	March 27th
KAGA	7,000	M. Hagino	April 10th
ATSUTA	9,000	Wm. Thompson	April 24th
HITACHI	7,000	T. Yamawaki	May 8th
MITASAKI	9,000	T. Murai	May 22nd

FOR SEATTLE.

STEAMER	Tons	CAPTAIN	From Hongkong
INABA MARU	7,000	S. Tomimaga	February 27th
TAMBA	7,000	K. Noda	March 26th
SANUKI	7,000	—	April 9th
AWA	7,000	T. Irizawa	April 23rd
INABA	7,000	S. Tomimaga	May 21st

For further information, apply to—

T. KUSUMOTO, MANAGER.

1061-14-40

"G R A E T Z."

METALLIC FILAMENT

LAMPS

Saving in current 70%



EHRICH & GRAETZ,

BERLIN S. O. 36.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 20th October, 1911.**BERLIN GUBENER****HUTFABRIK ACT.-GES.****VORM. A. COHN GUBEN III.**

(GERMANY)

ESTABLISHED 1859.

Manufacturers and Exporters of all kinds of

FELT AND WOOL HATS SOFT AND STIFF.

DAILY PRODUCTION 26,000 HATS BY 3,500 WORKMEN.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 20th October, 1911.

Hoehl

gout americain

Extra Dry

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 20th October, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 23, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The *Shingo Maru*, with the American Mail, is due to arrive here to day.The *Empress of India*, with the Canadian Mail, left Shanghai on Monday, the 23rd inst., at 8 p.m., and may be expected here on Thursday, the 26th inst., at 6 a.m.The *Arcadia*, with the English Mail, left Singapore on Saturday, the 21st inst., at 6 p.m., and may be expected here on Thursday, the 26th inst., at Daylight. This packet brings the parcels mails closed in London for despatch by the all sea route on the 20th Sept. and for despatch overland on the 27th September.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar will be closed in this Office on Friday, the 10th of November, 1911, at 5 p.m. This Parcel Mail is due in London on or about the 16th of December. The subsequent Parcel Mail is not due to reach London before the 30th of December. Parcels may be forwarded via Brindisi with an extra fee of 6d. each.

Parcels containing any article of Gold or Silver or Silver Mounted Goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regimental Buttons or Badges, Curved, Crossed or Dotted lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

FOR FEB DATE

Fort Bayard	Sutichony	Tuesday, 24th, 8.00 A.M.
Singapore, Penang and Calcutta	Austria	Tuesday, 24th, 10.00 A.M.
Swatow, Amoy and Foochow	Belgia	Tuesday, 24th, 10.00 A.M.
	Hankow	Tuesday, 24th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN, Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.

Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.

Singapore, Penang and Calcutta	Kutsang	Tuesday, 24th, 1.00 P.M.
Manila, Cebu and Iloilo	Sut Tai	Tuesday, 24th, 1.15 P.M.
Amoy, Straits and Rangoon	Kaifong	Tuesday, 24th, 3.00 P.M.
Yehaiwei, Chafso and Nowohyang	Glenog	Tuesday, 24th, 5.00 P.M.
Singapore, Penang and Colombo	Mishima Maru	Tuesday, 24th, 5.00 P.M.

Fort Bayard and Haiphong	Si-Kiang	Wednesday, 25th, 8.00 A.M.
Hoihow, Pakhoi and Haiphong	Triumph	Wednesday, 25th, 8.00 A.M.
Hoihow and Haiphong	Sungking	Wednesday, 25th, 9.00 A.M.
Swatow, Amoy and Foochow	Choshun Maru	Wednesday, 25th, 9.00 A.M.
Sandakan	Mausang	Wednesday, 25th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Yavata Maru	Wednesday, 25th, 11.00 A.M.
Anping, Tainan and Tainan	No. 3 Kyogee Maru	Wednesday, 25th, 5.00 P.M.
Shanghai	Chinhua	Thursday, 26th, 11.00 A.M.
Swatow, Amoy and Foochow	Hanyang	Thursday, 26th, 3.00 P.M.
Singapore, Penang and Calcutta	Kunming Maru	Friday, 27th, 11.00 A.M.
Manila, Cebu and Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth, and Fremantle	Tsimahi	Saturday, 28th, 10.00 A.M.
Ratavia, Cheribon, Samarang, and Sourabaya		Saturday, 28th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents.)

SIBERIAN MAIL TO EUROPE

EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel Mail will be closed on Friday, 27th inst., at 5 p.m.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

October 23rd.

ON LONDON:—	
Telegraphic Transfer	100
Bank Bills, on demand	100
Bank Bills, at 30 days' sight	100
Bank Bills, at 4 months' sight	100
Credit, at 4 months' sight	100
Documentary Bills 4 months' sight	100
ON PARIS:—	
Bank Bills, on demand	229
Credit, at 4 months' sight	234
ON GERMANY:—	
On demand	187
ON NEW YORK:—	
Bank Bills, on demand	44
Credit, at 60 days' sight	45
ON BOMBAY:—	
Telegraphic Transfer	135
Bank, on demand	136
ON CALCUTTA:—	
Telegraphic Transfer	135
Bank, on demand	136
ON SHANGHAI:—	
Bank, at sight	75
Private, 30 days' sight	76
ON YOKOHAMA:—	
On demand	89
ON MANILA:—	
On demand	89
ON SINGAPORE:—	
On demand	77
ON BATAVIA:—	
On demand	109
ON HAIKONG:—	
On demand	7
ON SAIGON:—	
On demand	7
ON BANGKOK:—	
On demand	7
SOVEREIGNS, Bank's Buying Rate	\$10.90
GOLD LEAF, 100 fine, per tael	\$37.40
BAR SILVER, per oz.	24 1/2 d.

SUBSIDIARY COINS.

Chinese	20 cents piece	\$5.82 discount.
Chinese	10 "	\$6.00 "
Hongkong	20 "	\$5.45 "
Hongkong	10 "	\$5.20 "

SHARE LIST.—QUOTATIONS. HONGKONG, OCTOBER 23rd, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$900, sellers
China Borneo Company, Limited	60,000	\$12	all	\$101
China Light and Power Company, Limited	50,000	\$5	all	\$1.80
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$84
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 80	all	Tls. 97
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 51
Loon-King-Mow Co. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 72
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 73
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$21 1/2, sellers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	50,000	\$50	all	\$50, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 59 1/2
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 86
Green Island Cement Co., Limited	400,000	\$10	all	\$4.10, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$200
Hongkong Electric Co., Limited	12,000	\$10	all	\$219
Hongkong Hotel Company, Limited	8,000	\$50	all	\$75
Manila Metropolis Hotel Limited	15,000	Pa. 10	all	\$11
Hongkong Ice Company, Limited	50,000	\$25	all	\$165
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$200, ex div.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$127
China Traders Insurance Co., Limited	24,000	\$53 1/2	\$20	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$360, sellers
North-China Insurance Co., Limited	10,000	\$25	\$5	Tls. 160, sales
Union Insurance Society, Limited	12,400	\$250	\$100	\$845, buyers
Yantai Insurance Association, Limited	12,000	\$100	\$50	\$225, @ Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$104, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$25, sales & bu.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 104
Wing Point Building Co., Limited	12,500	\$50	all	\$47
MIXING.				
Societe Francaise des Charbons de Tonkin	16,000	Fcs. 250	all	\$700
Raub Australian Gold Mining Co., Ltd.	230,000	\$1	all	\$44, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11
Philippine Co., Limited	50,000	\$10	all	\$1, buyers
EXPRESS.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$136, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$36
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11 1/2
Douglas Steamship Co., Limited	20,000	\$50	all	\$21 1/2
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$60, sel. @ 25 10
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	\$1 1/2, buyers
Star Ferry Company, Limited	2,500,000	\$10	all	\$27
South China Morning Post, Limited	10,000	\$10	all	\$17
Steam Laundry Company, Limited	6,000	\$25	all	\$25
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4
Watkins, Limited	10,000	\$10	all	\$2 1/2
A. S. Watson & Co., Limited	90,000	\$10	all	\$5 1/2
Weissmann, Limited	3,000	\$10	all	\$15
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$4
Union Waterboat Co., Limited	100 shares	\$10	all	\$300
RUBBER.				
Para Rubber in London				4 1/4 per lb., quiet
Leena.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
				VERNON & SMYTH, Share-Brokers.

W. H. ALLEN, SONS & CO., LTD.

QUEEN'S ENGINEERING WORKS, BEDFORD.

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Ordinary and Turbine Type.
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IN THE
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STERILIZED
NATURAL MILK.A trial of which will satisfy you of its
EXCELLENCE.PRICE:
20 Cents Per Tin.
\$2.30 Per Doz. Tins.
\$20.00 Per Case of 4 Doz. Tins.ON SALE AT—
LANE, CRAWFORD & Co.
K'WAN T'YE, Queen's Road Central.
CHEONG T'YE, Queen's Road Central.
MAN YEE, Queen's Road East.
NAM HING LONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Cairns Road.A VALUABLE TIP
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Telephone No. 135.

MAILS VIA SIBERIA.

London	Shanghai
October 7th.	October 24th.

FORTHCOMING EVENTS.

Thursday, 2nd Nov.—First Annual General Meeting of Soongel Kamph Rubber & Co., Ltd. 4.30 p.m.

Wednesday, 1st Nov.—Meeting of the Licensing Board in the Council Chamber, 2.15 p.m.

Monday, 30th Oct.—Auction of King Edward Hotel Furniture, &c., at Sales Room, by Messrs. Hughes & Hough, 3 p.m.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1911. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS," Office.

Hongkong, 2nd August, 1911

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on Sale daily at the following Stores:—

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